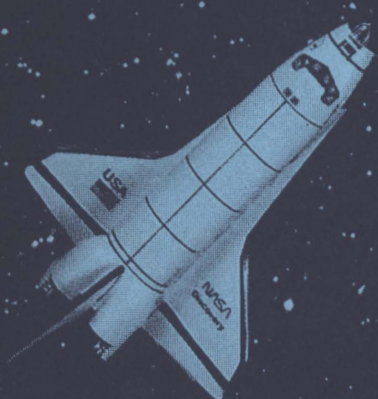


Mar 91

THE
AUSTRALIAN

U.F.O.

BULLETIN



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Victorian U.F.O. Research Society

P.O. Box 43, Moorabbin, Vic. 3189, Australia
INCORPORATED 1988

PUBLICATION NO VBH122
Registered by Australia Post

MARCH 1991

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Because of Media misinterpretation or Journalistic licence in reporting circles of unknown origin in crops, on highways, or private properties, many people reading about such a phenomenon for the first time - in an interstate paper - could be forgiven for thinking 'circles' were something new in UFO research. They are not!

They've been around in Australia since 1966 at least, and probably much earlier both here and abroad. There's nothing new under the Sun, only different generations who think they've discovered something new!

On April 4th, 1964, Police Officer Zamorra was driving along a deserted highway in New Mexico and saw what he thought was a hut on fire. When he went to investigate, he noticed the hut was still intact and drove onto the rough terrain. On cresting a rise he saw two humanoid entities who, on seeing him, hastened back into a large circular object which was resting on "legs"; they withdrew a ladder up which they had hurriedly climbed, closed the door with a bang, then the machine took off at fantastic speed, leaving a burned patch in the centre of three "podmarks", depressed between four to eight inches deep in very rugged and dry countryside.

In the early days of investigation, there were really no guidelines by which one could assess or compare investigation results or any analysis; in fact, researchers would be lucky to even know what they were looking for.

Any soil samples were analysed by Universities, but once again, we were asked what we might expect them to find. And in any case, scientists were reluctant to take part in any type of experiment or analysis pertaining to UFO's for fear of ridicule from their colleagues.

Since the advent of 'the bomb' and a great deal of study on 'fallout' and associated subjects, excessive radiation became the most popular discovery associated with circles. True, some circles would affect altimeters and cause deviations to compasses, but on the whole, the circles appeared to be quite "cold", although animals, which are extremely sensitive to the close proximity of UFO's and the resultant 'patches'. would not go into the area where the touch touchdown occurred.

In September 1965, there came a report of a burnt patch on a tarmac in Pretoria, Johannesburg and in February 1966, more burned patches on a property where an object was seen to land and

A large lighted object was sighted the night before in the pad-dock. Scientists did not find anything unusual in samples, but the dog would not go into the circle and one of the witnesses took soil samples from inside the circle, the very centre, and also outside the outer ring. She planted seeds in the three pots of soil. From the centre, nothing grew. From inside the circle she obtained stunted growth, and from well outside there was good growth of seedlings.

The 'sixties', from all accounts, appears to have been an extremely busy period of 'ground circle' activity.

August 13, 1966 at Montsoreau, France. A man and his wife witnessed a luminous ball land suddenly, then after a few seconds, vanish at staggering speed. The farmer on whose property this occurred said his wheat was crushed over an area of 10 square metres and the machine left marks.

Valensole, France - July, 1965. A machine shaped like a rugby ball standing on legs with a central pivot stuck into the ground. Two small entities were also seen by the object. They were less than 4 feet tall with pumpkin-like heads, high fleshy cheeks, large eyes which slanted away, mouths without lips, and very pointed chins.

The Charlton 'crater' of July, 1963 and the landing 'pad' at Marliens, France, were somewhat similar inasmuch as they were both circular patches with depressions where legs had gone into the ground somewhere between three and eight centimetres deep.

There have also been reports from the United States recently, from Canada, Europe, the Soviet Union, and in the UK, where corn circles are still being reported quite regularly.

My attention was drawn to a press clip of 'more corn circles' in Norwich, England on August 2, 1990. A Mr. Patterson came across a large circle of flattened corn in his field. "I saw it had all been pressed down," he said, "so I stopped the combine and had a look. There was one big solid circle and two yards around that was another circle. All around the outer circle were ten smaller circles. It's as though something landed and flattened the corn in the centre circle and then ten legs pressed around the outside," he said. He said he did not believe in flying saucers at all, but the night before he had seen, from his house at Gorleston, a red glow and two red lights over Hopton.

take off again in seconds, leaving a residual burnt patch. Then came the spate of sightings from Australia!

In April 1966, we had the 'bent headlights' incident on the road enroute to Maryborough, Victoria. A Mr. Sullivan reported his headlights were attracted towards an object resting on or hovering above a field beside the road. Next day, the lady from the property 'phoned to say she had observed a light on her property the night before and had gone to see what remained of the fire or accident. There was no sign of either disaster, but there was a depression of about four feet in diameter in the newly-ploughed field. It looked as if a 'jet' had gone straight upwards and blown soil out around it as it took off.

Easter, 1966, the Westall case occurred. A lady reported seeing an object rise from a paddock near some pine trees. The children from the Westall School observed an object in the sky only a short distance from where they were carrying out their physical education. On investigation, a circle of about twelve feet in diameter had been flattened in a clock-wise motion. The grass in the rest of the paddock had been flattened by a strong wind from the south-west the night before, but the circle was quite defined.

Tully, Qld. A large circle 30 feet in diameter was discovered after a silver object was seen to rise swiftly from swampland, leaving reeds in a foot-deep 'nest' on top of five feet of water. After two weeks elapsed, five smaller circles, which were about 8 feet in diameter and flattened in an anti-clockwise direction, were found near the area.

N.S.W. 1967 - A politician's cane field "sported" a circle of considerable size.

Then there was a dearth of UFO activity for a number of years, when we thought earthman was too backward for any "higher" intelligence to be bothered with.

Reports started coming in again in 1973 when a 2 metre circle was found in South Australia. A flattened area of 18 metres by 12 metres was discovered in a wheat crop at Norrogin, West Australia, in 1975.

Dartmoor, Victoria - a farmer found a circle on his property, which gave the impression that an object had hovered about 14 inches from the ground, chopping off the grass when taking off, leaving a 'skid mark' on the side of the hill.

Mildura, Vic. - a large circle 72 feet in diameter in grassland on a farmer's property.

It has not been very often that we have read of lights having been observed in association with the UK circles. I believe this is where they differ somewhat from those observed in this country, where the majority of witnesses here report having seen a light then discovering the circle. We have a fair idea what causes the circles in this country and perhaps we are fortunate that we do not have the added conundrum of the variety of patterns observed in the UK. Perhaps in the near future, somebody will come up with a believable explanation and circles will cease to be a puzzle.

ON THE UFO TRAIL

Paul Norman

After twelve years since the disappearance of Frederick Valentich's encounter with an unidentified flying object over Bass Strait, information from observers who witnessed strange lights, objects and sounds is still being received and helping to reconstruct UFO activity which occurred just before, during and after the greatest mystery in Australian aviation history.

Only seven months ago, three witnesses came forward to give perhaps the most significant evidence concerning that fatal incident received since the disappearance of the pilot and his 182L Cessna.

The information was learned during a casual conversation between two men who were discussing the UFO subject when one of the men mentioned that he and four other people (one now deceased) saw both an aircraft and the green light flying just above the airplane. At that time the witnesses did not know the identity of the aircraft. However, Frederick Valentich was the only pilot flying in the area.

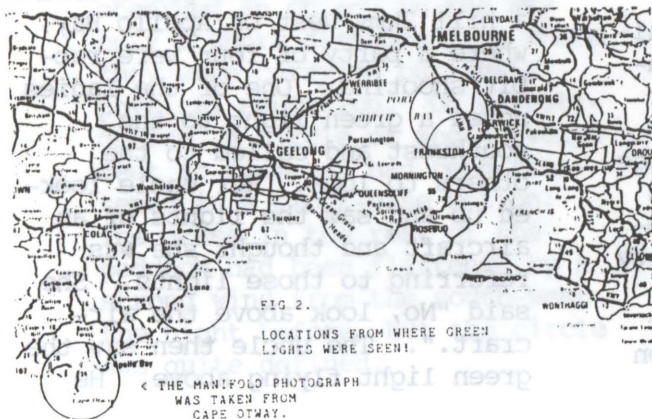
Teo of the witnesses, from Coffs Harbour, N.S.W., were visiting relatives at Apollo Bay, Victoria. While in Coffs Harbour on 14th August, I interviewed two of the witnesses, two ladies, both of whom were receptionists for a firm in that city.

The observation took place from a hill 2kms west of Apollo Bay, where a party of four were rabbit shooting. One of the ladies noted a green light to the southwest and called to the others to look. Her uncle looked up and saw the lights of an aircraft and thought she was referring to those lights. She said "No, look above the aircraft.". The uncle then saw the green light flying above. He

estimated both aircraft and green light were about "10 or 12 miles" distant. The second niece told the same story.

On 23rd October, I interviewed the uncle at Apollo Bay. When asked why he did not report the sighting, his reply was "There was so much ridicule at that time" that no one believed him. He first reported it to his wife and she laughed at him. He also told his friends next day at work after hearing that the aircraft and pilot were missing. They too laughed at him when he said that he saw the green light. So he discontinued mention of the green light.

We now know at what stage the aircraft and green light were observed. The official transcript states 1910:07 (7:10 pm): "DELTA SIERRA JULIET, MELBOURNE, it seems like it's stationary what I'm doing right now is orbiting and the thing is just orbiting on top of me. Also, it's got a green light and sort of metallic like. It's all shiny on the outside."



Previously, we did know that fishermen camped along the Parker River saw the Cessna making its turn about 5kms east of the Cape Otway lighthouse to pick up its heading for King Island. That was at 1900 (7pm). Prior to this latest information, we have reports from 20 witnesses who saw an erratic moving green light about the same time and in the same direction Valentich was reporting his encounter to Melbourne Flight Service.

These reports came from witnesses located at Portsea, Frankston, Brighton Beach, Geelong and from four motorists travelling along the Great Ocean Road near Lorne. The report from Apollo Bay is the only one where witnesses saw both the aircraft and the green light at the same time. I am sure other people had sightings on that same day and night who would report if the ridicule barrier had not been constructed by sceptics whose motivation is to distract attention away from the problem, apparently because

of a subconscious fear of the unknown or for other reasons.

Guest Speaker at A.G.M.

On December the third, Dr. Willy Smith addressed VUFORS members at the Annual General Meeting at which the attendance was the highest for the year. Dr. Smith's UNICAT computer system created much interest and drew a record number of questions.

CURRICULUM VITAE

Dr. Willy Smith received his M.S. and Ph.D. from the University of Michigan. After working one year at the Atomic Energy Commission Facility in Puerto Rico, he devoted the rest of his professional career to education, and taught physics at the University of Michigan and at Lycoming College in the United States, and at the University of Valencia in Spain.

His interest in the subject of UFOs started in the fifties, and was strongly revived after a sabbatical leave in Europe in 1973, when he had the opportunity to meet and exchange ideas with the leading researchers in the field, both in Spain and France.

He finally decided in 1980 to abandon all his other activities and devote himself full time to the study of the UFO phenomena. At the end of 1983 he initiated, together with Dr. Hynek, the UNICAT Project, initially conceived as a data base of high-quality UFO cases. In time, the project expanded into a full-fledged research activity and presently has more than fifty collaborators and associates all over the world.

Through his international contacts and his work with the UNICAT data base, he has acquired an intimate knowledge of present day Ufology in the United States and abroad. He has travelled extensively in Latin America during the last three years, lecturing in many countries, particularly Argentina, Uruguay, Brazil, Paraguay, and Ecuador. As the UNICAT Project continues to grow, he expects to be able to make a similar tour through Western Europe.

He has more than forty papers published in journals and magazines in the United States, England, France, Spain, Germany, Australia, and Argentina. After the death of Dr. Hynek he has assumed full responsibility for the UNICAT Project, which is essentially an independent research organization.

1. BASIC ELEMENTS

I can't set aside the experience acquired while developing the UNICAT data base, and since others may benefit from that experience, I will make explicit references to the methodology we have used in the past. Moreover, the philosophy and goals of the UNICAT project have been at times misrepresented by ill-informed individuals (Ref. 1, 2), and it is desirable to clarify the record.

The UNICAT scheme consists of recognizing those observational characteristics which seem invariant for the UFO phenomenon, i.e., they repeat from case to case. We designate them as "parameters", representing in essence bits of information which may or may not be present for a given case.

Beyond the parameters, other information is necessary to identify and define the case, as will be detailed below. The information content of each entry is recorded as a numerical value (NC).

Definition of the UFO phenomenon

Perhaps the lack of progress in UFO research can be ascribed to the absence of a universally accepted definition of what exactly the phenomenon is. Each writer has come up with his own version, often enough vitiated by the use of improper and undefined terminology. In fact, many recent books don't even attempt to define UFOs.

But, how can we study a phenomenon for which we seem unable to agree on its definition? To move toward establishing a paradigm, a definition is a must, so we ALL know what we are talking about. And it is self-evident that an imperfect definition is better than none. I believe that a good starting point is the definition given by Dr. Hynek in his book THE UFO EXPERIENCE (Ref. 3):

"We can define the UFO simply as the reported perception of an object or light seen in the sky or upon the land the appearance, trajectory, and general dynamics and luminescent behavior of which do not suggest a logical, conventional explanation and which is not only mystifying to the original percipients but remains unidentified after close scrutiny of all available evidence by persons who are technically capable of making a common sense identification, if one is possible."

Many criticisms have been leveled at this construct, among others, that the UFO phenomenon would then encompass a diversity of manifestations which in principle could have

OVERVIEW OF THE UFO PHENOMENON

Abstract

The intent of this essay is to present a comprehensive and realistic view of the UFO phenomenon, the complexity of which seems to have increased in such a fashion that it requires the practitioners to concentrate on a particular aspect.

The article addresses four aspects of the UFO phenomenon, to wit:

1. Basic elements
2. The practitioners
3. The explanations
4. Science and ufology

The parts are independent, although connected by the common thread of the UFO experience, and they are based on previous writings by the author and others. More than anything else, the intent is to provide a frame of reference so those pursuing the topic can see where they stand within the ufological community. Perhaps this essay could be accurately described as the first step toward providing ufology with a paradigm.

Dr. Willy Smith
(c) UNICAT Project
November, 1990



The applicable parameters are designated as (3) in Fig. 1, and fall into three main categories:

- (a) physical description, if structured objects: size, shape, number, noise;
- (b) luminous properties, if only lights: such as color, intensity, glow; and
- (c) dynamic behavior, an important group of more than 40 characteristics which in most instances typifies the unconventional nature of the phenomenon.

(d) ENTITIES

Although there are some cases of entities reported without an associated UFO, this is the exception rather than the rule, and in many close encounters entities and their UFO are simultaneously observed. But on the other hand, a large number of incidents occur in which no entities are reported. Consequently, entities are not a basic element in the same sense as the others.

The parameters related to entities (group 4 in Fig. 1), are divided into two subclasses: (a) purely descriptive, such as size and number; and (b) subjective, as related to the attitude toward the witness, such as friendly, hostile, etc.

Interactions

Any of the elements described above can interact with the other three. We omit the interaction of the observer with the environment as it is not relevant to the problem, except to generate false supporting evidence. The UFO types follow from the particulars of those interactions, mostly as per Dr. Hynek's definitions, and they appear in the corners of the sketch in Fig. 1. Do entities interact with the environment when there are no observers? The possibility can't be rejected, and in fact, the scheme is very satisfactorily symmetric if we allocate the upper right-hand corner to those events, namely, close encounters of the zero kind (C0) which arbitrarily are extended to incidents where entities are reported, but no UFO is present.

The interactions are described by four groups of parameters:

- (i) OBSERVER/UFO (group 5)
- (ii) OBSERVER/ENTITIES (group 6)
- (iii) UFO/ENVIRONMENT. This group 7 of parameters includes the following interactions:
 - (a) with animals
 - (b) with vegetation, including crops
 - (c) with inanimate objects, as for instance, electromagnetic effects.
 - (d) directly with the ground, such as physical traces, imprints, etc.

(iv) ENTITIES/ENVIRONMENT (group 8). The effects could be similar to those listed in (iii) above, but there are particular instances in which the interaction seems to involve a direct action of the entity, such as footprints.

Numerical values at the corners of Fig. 1 indicate percentages of each interaction in the UNICAT data base.

REFERENCES

- (1) Fuller et al.; THE TROUBLE WITH UNICAT (part one), IUR Vol. 14, #4, July/Aug. 1989, p.7
- (2) Fuller et al.; THE TROUBLE WITH UNICAT (part two), IUR Vol. 14, #5, Sept/Oct. 1989, p.14.
- (3) Hynek, J. Allen; THE UFO EXPERIENCE, 1972, p. 10

2. THE PRACTITIONERS

Rather than referring to those interested in the UFO phenomenon as ufologists, a term that may evoke in the reader inaccurate mental images, we prefer to use "practitioners" to cover the broad range of people attracted to the topic.

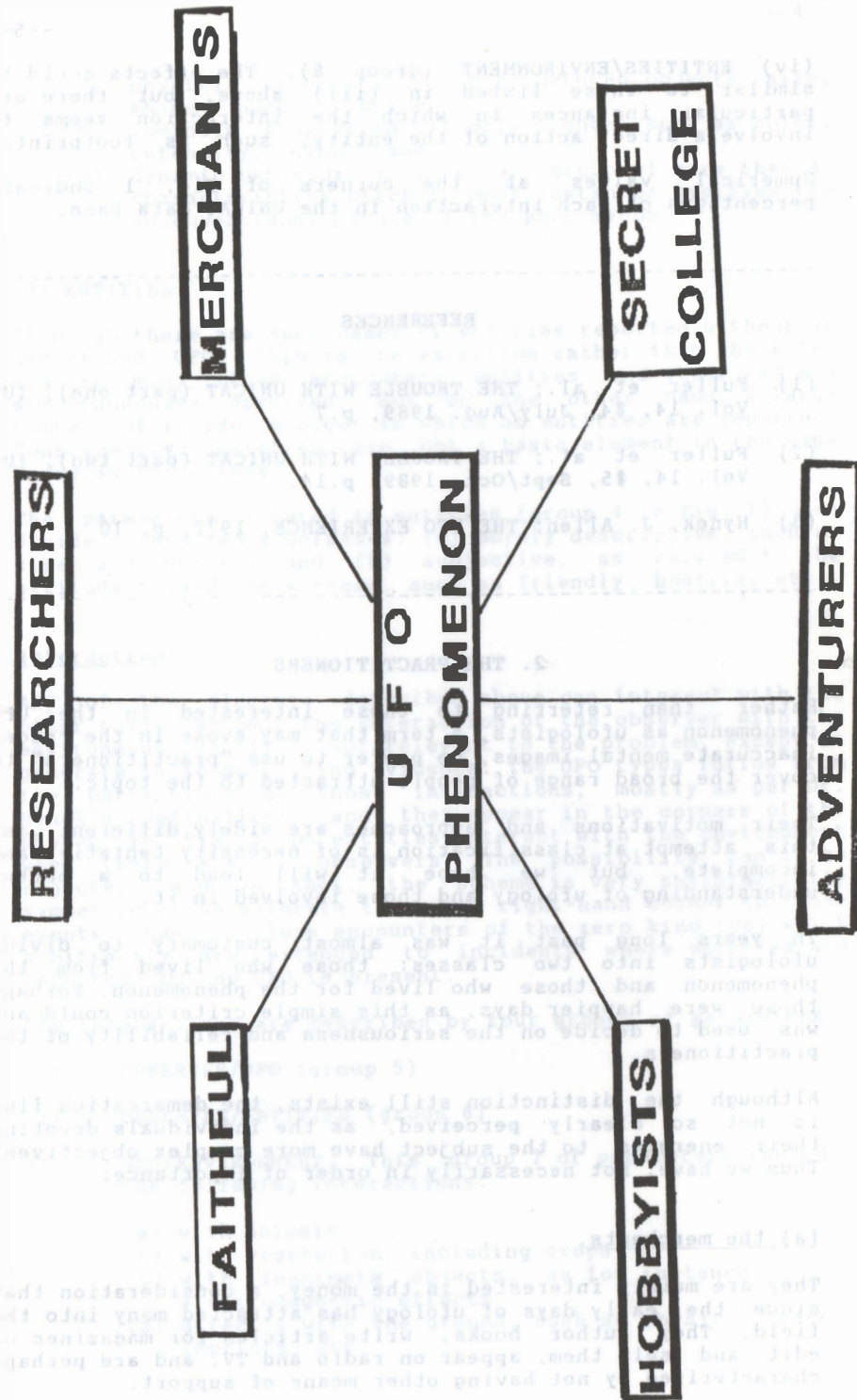
Their motivations and approaches are widely different, and this attempt at classification is of necessity tentative and incomplete, but we hope it will lead to a better understanding of ufology and those involved in it.

In years long past it was almost customary to divide ufologists into two classes: those who lived from the phenomenon and those who lived for the phenomenon. Perhaps those were happier days, as this simple criterion could and was used to decide on the seriousness and reliability of the practitioners.

Although the distinction still exists, the demarcation line is not so clearly perceived, as the individuals devoting their energies to the subject have more complex objectives. Thus we have, not necessarily in order of importance:

(a) the merchants.

They are mainly interested in the money, a consideration that since the early days of ufology has attracted many into the field. They author books, write articles for magazines or edit and sell them, appear on radio and TV, and are perhaps characterized by not having other means of support.



In general, they are professional writers, journalists, with a liberal education, or in some notorious cases, no formal education whatsoever. A few have a genuine interest in the phenomenon per se, and unlike the adventurers, they are honest in their writing. But for the majority ufology is just a way to make a living, and it is not uncommon that their efforts are often limited to a single book.

(b) the researchers.

They are the real investigators, with a bona fide interest in the phenomenon and an honest desire to find a satisfactory and viable explanation. They come from all layers of society, and like those in (a), they also write books and articles for the specialized magazines. They attend conferences and congresses, and discuss the issues with seriousness and without expectations of personal rewards.

Alas, the researchers are few and far between, and in present times often come into conflict with the UFO organizations, whose interests are more commercial than scientific. On occasion they pursue unconvincing hypotheses, not in bad faith as those in (c), but simply because of lack of expertise when they venture onto unfamiliar ground foreign to their training and know-how.

If ufology will survive as a legitimate discipline, it will be thanks to the efforts and dedication of the individuals forming this group, quietly working in the background. Perhaps one of their characteristics is that most of them are rationalists, and as such they have no problem admitting their errors.

(c) the adventurers.

They are interested not in the reality of the UFO phenomenon, but in the opportunity it creates to obtain fame, power and glory. They also come from varied strata of society, but unlike the merchants, their main interest is not necessarily the money. Their writings are geared to their objectives, and characterized by a conspicuous absence of references which others could verify. They are never wrong, and take umbrage when criticized or proven in error. They are very aptly described by the term political ufologist.

Many times they have no previous ufological background or knowledge, but quickly jump onto the UFO phenomenon band wagon when the chance presents itself.

Sadly enough, many individuals in this group started as true researchers, who later in their careers were either disillusioned with the subject, or seduced by some specific hypothesis which deprived them of their objectivity. Their editorial success when embracing the new doctrines often divorced them from rationality and scientific detachment.

This group also includes the swindlers and hoaxers, always aware of opportunities to make a fast dollar. Nowadays their activities are made possible at times by the interested support of those seeking fame, and by the naivety of those in groups (d) and (e) below.

(d) the hobbyists.

They have a vivid interest in the UFO problem, which opens up all kinds of appealing and exciting possibilities in their routine and often boring lives. The hobbyists are not very discriminating in their readings as their main interest is entertainment. They are the main buyers of UFO books and magazines, and thus the financial supporters of the UFO organizations.

They follow events with interest, the more exotic the better. They read the tabloids, but most likely the serious UFO books are outside the range of their interest. They easily believe the yarns about extraterrestrials, willingly accept the alleged messages they convey, and are easily parted from their money by the merchants. The siren songs of the New Age find in them a willing audience.

(e) the faithful.

Again, this group is formed by a cross section of the population, including all levels of education. Their main characteristic is to follow blindly the directives of others after they have accepted as gospel the basic premises of a case or of a hypothesis. Rationalism is totally forfeited and the reaction to those supporting opposite views is belligerent. No discussion is necessary or acceptable, as their conviction that they are in possession of the truth is unshakable.

The faithful are the mainspring of the so-called grass-roots UFO organizations, patronizing the yearly meetings and conferences and contributing with their money to the success of their groups. For the faithful are truly believers for whom ufology has become a religion, a matter of dogma to be accepted and not to be freely discussed. Because when the members fail to stay within the prescribed ideological path, they are promptly expelled from the organization.

(f) the secret college.

I have assigned to this last group of persons interested in the UFO phenomenon the same name used by Dr. Hynek to identify them. They are individuals usually within the scientific establishment, few in number but an important elite of serious researchers who consider the problem has sufficient interest and importance to be investigated in detail.

However, their professional commitments and the need to protect their careers prevent them from active participation. They are presently only observers, following events closely but quietly. As the years go by, more and more of those individuals will come into the public arena; and because of their training and potential influence, one hopes that their increasing participation will contribute to making ufology an acceptable discipline.

This completes the roster of practitioners, i.e., the description of the different types of individuals interested in ufology. In the next section, some of the hypotheses which have been advanced as explanations for the UFO phenomenon by the different schools of thought will be summarized and perhaps correlated to the scheme presented above. This will underline that the persons involved in ufology and the hypotheses they support --although interrelated-- are independent things.

3. THE EXPLANATIONS

In a recent editorial (Ref. 1) Jerome K. Clark states categorically that:

"In 1990 ufology has three serious schools of thought: extraterrestrial, psychosocial/neoskeptical, and geo-physical",

and indicates his willingness to promote an open debate from the pages of the IUR, although to this time no papers related to the issue have been published in the pages of the IUR.

I will not argue whether those "schools" are serious, but it is patently obvious that Clark's view is somewhat simplified if not incomplete. First, I would hesitate to call them schools of thought, because as their names reveal, all that is considered is the origin of the manifestations that we loosely define as the UFO phenomenon. No demonstrable and/or convincing evidence, either in the scientific or judicial sense, is ever offered in support of those viewpoints, and the immense majority of the papers appearing nowadays in the literature are of the "arm waving" variety. In addition --as Mr. Clark surely must know-- there are other approaches to the UFO phenomenon, of which I will mention only three, two of which occupy the extremes of the range.

(a) The scientific approach, long ago championed by Dr. Hynek, in which the need to study the phenomenon in depth before coming to premature conclusions is recognized. It is, of course, the hardest way, requiring dedication and

strong vested interest in continuing the charade. I think this is a vain effort, as the case is closed and the media have lost interest. That is why I have titled this paper the way I have.

Except for a few crucial ones no references are specified, because this paper is too long as it is. But ample documentation exists, and the UNICAT Project will be glad to provide it upon request. I guess that perhaps the most relevant difference between my writings, and say, those of Budd Hopkins or Jerry Keith Clark is that my statements are not of the arm-waving variety, but supported by evidence that all can see. In my opinion, one of the problems affecting the two distinguished gentlemen I have named is that they confuse citations with documentation and evidence, a convenient confusion when one comes to think about it.

Dr. Willy Smith
UNICAT Project
Sept. 15, 1990

To be continued.

Researchers and sceptics are running out of options concerning mystery circles and unidentified flying objects. A researcher in England, Bill Dillon, has postulated a new theory titled ASPECTS OF NEW PHYSICS WITHIN UFOLOGY. His theory has been put forward in Numbers 1 and 2 of UFO TIMES, published by the BRITISH UFO RESEARCH ASSOCIATION (BUFORA), 16 Southway, Burgess Hill, Sussex, England, RH15 9ST. Dillon suggests the potential existence of other dimensions or universes and this exchange is quite feasible and disappearances on the spot are nowhere near as unavailable to us today as they were 25 years ago. He mentions that the circles may be the effect upon matter caused by this interaction.

With this concept in mind and our experience with circles of the Australian kind and UFOs of the Australian kind, we believe the following article by Dr. Jan Pajac wil motivate opinions from our readership.

During the early 60's, Paul Norman met and discussed UFOs with two colleagues of the late Hermann Oberth, M. Blumrich and R. Ferdie. At that time, Paul was given a translated copy of Oberth's lecture noted. One paragraph reads, "The appearances are usually described as disks, sometimes as balls or ellipsoids. It sometimes happens that these disks, placed one upon the other, the largest in the centre, the smaller toward the ends, to form an object the shape of a cigar, which then flies away at high speed. Sometimes seen to stop in mid-air and untie into separate disks. The disks always fly in a manner as if the drive is acting perendicular to the plane of the disk; when they are suspended over a certain terrain they keep horizontal; when they fly very quick they tilt and fly with the palne directed forward. In sunlight, which is brighter than their own gleaming, they appear glittering like metal. They are dark orange and cherry red at night, if there is not much power necessary for the particular movement, for instance, when they are suspended calm. Then, they do not shine very much. If more driving power is necessary, the shining increases (brightens) and they appear yellow, yellow-green, green like copper flame, and in a state of highest speed or acceleration, extremely white. Sometimes they suddenly blink or extinguish (disappear).

If a sufficient number of members and suscribers request the entire lecture notes of Prof. Hermann Oberth, these will be published in a future edition.

NEWS, Shepparton, Victoria, Australia - Oct. 31, 1990

Confirmed! Others see 'UFO'

Two more independent sightings have been reported of an airborne glowing red light in the night sky north of Shepparton last Thursday.

Invergordon's Neil Wood and three members of the Wardle family at Katandra West reported seeing the light between 8 pm and 8.30 pm, the same time it was seen at Bunbartha.

In both cases the object was described as being circular and an unusual orange-red color; it vanished less than a minute after being seen.

"It was a big orange light about the size of a basketball," Keiran Wardle said, adding it was some distance away.

"It was a weird orange color.

"I was sitting in the back of the ute watching and it appeared to dip about half way to the ground and then it disappeared altogether.

All three brothers — Keiran, Brendan and Timothy — had been working late on their 100 acre dairy property and were heading home when they saw the object.

"It looked nothing like a star," Mr Wardle said.

For Mr Woods it was a case of seeing something, then forgetting about it until he read it in The News on Monday.

Also a dairy farmer, Mr Woods was

By JUANITA GREVILLE



driving home after talking to a neighbor about agistment when he saw the circle of red light above the tree line.

He slowed down to get a look, but by the time he glanced back there was nothing there.

"It seemed to be there less than a minute," he said.

Mr Wood's property is about 22 km from Bunbartha, as the crow flies, and he estimated seeing the light from a distance of 2.4 km at 8 am.

"I've never seen anything like it ... it was not very high (up)," he said.

"It didn't seem to be moving, just stationery."

The latest reports came after Fuji Orchard owners Karin and Tony Peardon reported they had seen an inexplicable red circle of light hovering above shadecloth on their Bunbartha property.

Bunbartha Fruits owner Mr Peter Pettigrew also saw the light above the Peardon's property as he drove east along Maneroo Rd at 8.30 pm.

No sound came from the object and they did not see how it left.

A spokesman for the Army, Lt-Col Kev-

in Wolfe, said no army personnel were in the area on Thursday night; the nearest operation was at Dookie.

And researcher for the Victorian UFO Research Society (VUFORS), Mr Paul Norman, who has spoken with the Peardots, said the group definitely saw something that was "unusual".

One common occurrence associated with UFO sightings — a power drain — was noted five minutes before the sighting and some animals in the area had been disturbed.

A woman also contacted THE NEWS to query if it could have been a "min min" — Australia's version of a "will-o-the-wisp" — believed to be caused by gases, but Mr Norman felt this was improbable.

Mr Norman is in the Goulburn Valley on holidays, but has taken the opportunity to look into the sightings.

He is presently investigating the appearances of unexplained circles in wheat fields in the Mallee and Wimmera districts similar to those documented in England.

He has asked that if any rings are found in crops or on ground in this area that people contact VUFORS on (03) 592 2502.

CR: P. Norman

UFO RESEARCH TEN YEARS AFTER DISCOVERY OF THE MAGNOCRAFT

In 1980 the Polish Journal, *Przegląd Techniczny Innowacje*, number 16/1980, pages 21-23, published the first technical details of a saucer-shaped space vehicle called the "Magnocraft" which was invented by the author of this paper. The invention of the Magnocraft was a breakthrough, not only in the development of Earth's propulsion systems, but also in the research of extraterrestrial space vehicles called UFOs. This is because the theory behind the Magnocraft provided the first formal proof that UFOs do exist, and it also explained the operation of UFOs. Moreover, this theory triggered research in completely new directions (e.g. concerning the technical manners of causing psychokinetic motion), and facilitated the development of highly advanced technical devices (e.g. Oscillatory Chamber, Free Energy Devices). This paper reviews the main achievements of the first ten years of the Magnocraft's development, and gives the major publications presenting the most important findings concerning this vehicle.

F.1.

The invention of the Magnocraft was the consequence of a series of lectures about "selected aspects of propulsion systems" given by the author in 1972 for students of the Technical University of Wrocław, Poland. During the preparation of these lectures he discovered that the operation of propelling devices built so far on Earth form a symmetrical pattern, shown in Figure 1. He called this pattern the "Periodic Table". Its description and implications are presented in an article "Teoria rozwoju napędów" ("The theory of propulsion development"), published in the Polish Journal *Astronautyka*, number 5/1976, pp. 16-21. The Periodic Tables are similar to the "Mendeléeve Table" (also called the "periodic table of the elements"), except that they are designed for technological devices instead of elements. Similarly as is the case with the Mendeléeve Table, the analysis of Periodic Tables allows for the predicting of the future evolution of a particular type of device. This enables us not only to determine what implementations (models) of this type of device are still to be discovered, but also to define how these implementations will operate and what will be their properties and specifications. Through the examining of time gaps between the dates of completion of devices which are already invented, Periodic Tables show the average length of time required for a new device of this type to be invented. In turn, this enables us to determine the most probable year of completion of the next generation of these devices. Periodic Tables can be prepared for almost any type of technological devices (not only propelling ones) thus allowing for the prediction of their future development.

Analysis of the content of this first Periodic Table has indicated that a new generation of flying vehicles, later named the "Magnocraft", will soon be built on Earth. The operation of these new vehicles will utilize the attraction and repulsion of magnetic fields. The very promising characteristics of the Magnocraft encouraged the author to work out their design and principles of operation. Following the information resulting from this table, in 1980 the author worked out and published the first technical details of these new vehicles. As a follow up to this first article, more in-depth descriptions of the Magnocraft have later been published in New Zealand, Poland, USA, West Germany, and USSR.

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A. Design of the Magnocraft

The Magnocraft is a much more advanced space vehicle than the present space shuttles. In order to condense its explanation into this short paper, a number of important details are omitted. Therefore those readers who wish to analyze the operation of this vehicle, or who wish to confirm any of the other topics addressed in this paper, should refer to a complete description of the theory behind the Magnocraft, which is contained in the author's main treatise, entitled: "The Magnocraft - Earth's version of a UFO". (Dunedin, New Zealand, 1990, ISBN 0-9597698-6-2, volume approx. 500 pages and 150 illustrations). Copies of the above treatise, and also other publications mentioned in this paper, are available from: Dr Jan Pajak, Q&CS, University of Otago, P.O. 56, Dunedin, New Zealand.

F.2.

The general design of the Magnocraft is presented in Figure 2. The shape of this vehicle resembles an inverted saucer. Its propulsion system is composed of the devices called "Oscillatory Chambers", which take the shape of transparent cubical boxes contained inside spherical casings. Each chamber is simply a super powerful source of a pulsating magnetic field. Its output is capable of lifting a spaceship attached to it, because of the repulsive interaction with the magnetic field of the Earth, Sun or galaxy. The Oscillatory Chamber used for the propelling of the Magnocraft, together with its spherical casing and control devices, is called a "propulsor".

The Magnocraft consists of two kinds of propulsors: main (M) and side (U). The single main propulsor (M) is suspended in the centre of the vehicle. The magnetic poles of this propulsor are oriented so as to repel the environmental magnetic field (which could be the field of the Earth, a planet, the Sun or a galaxy). By this means, (M) produces a lifting force (R) which supports the craft. The magnetic axis of (M) is usually kept tangential to the force lines of the environmental magnetic field existing in the craft's area of operation. Therefore the most effective orientation of the Magnocraft during flight is while its base is perpendicular to the local direction of the Earth's magnetic field. Sometimes, however, this orientation must be slightly altered to enable it to maneuver and land.

The Magnocraft also consists of numerous side propulsors (U). Their magnetic poles are oriented so as to attract the environmental field. Therefore side propulsors produce attraction forces (A) which stabilize the craft and fix its orientation in space. To increase the vehicle's stability, the side propulsors are located below the main one, together forming a kind of bell configuration which in physics is known for its greatest stability. All the side propulsors are located at regular intervals in the horizontal flange surrounding the spacecraft and covered with material penetrable by a magnetic field.

The number "n" of side propulsors in the Magnocraft characterizes a particular type of this spacecraft. This number "n" depends on the design factor marked as "K" and called "Krotnosc", and is expressed by the equation: $n=4.(K-1)$. The word "Krotnosc" in the Polish language means: ratio of the vehicle's diameter "D" to its height "H" (base to top), i.e.: $K=D/H$. This is because the value of "K" shows how many times the Magnocraft's height is aliquot in the outer diameter of this vehicle. The "K" factor may take any integer value in a range from $K=3$ to $K=10$. Because of the value that this factor has, the consecutive types of the Magnocraft (and UFOs) are called K3 (i.e. having the K factor equal to $K=3$ - and resulting from this the number of side propulsors $n=8$), K4 (i.e. $K=4$ and $n=12$), ..., to K10 (i.e. $K=10$ and $n=36$). The "K" factor is extremely important for the design of the Magnocraft. It determines all the design parameters of this vehicle, including its shape and dimensions (in UFO vehicles even the number of crew members is equal to K). These parameters are described by the set of equations which express the relationship between this "K" factor and some important dimensions of the Magnocraft, such as: D - outer diameter of the vehicle (i.e. the maximal diameter of its flange), d - nominal diameter of the circle on which the centers of the side propulsors are located (note that this "d" diameter also describes the mean dimension of the ring of scorched marks left on the ground by a landed Magnocraft), H - height, D_w - outer diameter of the spherical casing of the main propulsor, and L - width of the flange containing side propulsors. The most important of these equations are as follows: $D=0.5486 \cdot 2^k$, $d=D/\sqrt{2}$, $H=D/K$,

$D_w = H(2 - \sqrt{2})$, $L = 0.5(D - d) = 0.25 \cdot K \cdot D_w$. The deductions of all the above equations are contained in the main treatise on the Magnocraft. Because the "K" factor can easily be determined from the Magnocraft's (and UFO's) outlines or photographs, it provides an extremely important identification parameter which enables anyone to quickly establish all the details about a vehicle being observed.

The crew cabin (1) is located between the main (M) and side (U) propulsors, and is in the shape of a parallel-piped ring. This cabin looks similar to the side walls of an inverted saucer and is covered by a material which is impenetrable by the magnetic flux. Along the interior (slanted) wall of the crew cabin lie the telescopic legs (2) of the craft, which are extended at the moment of landing.

F.3. The final structure of the Magnocraft incorporates its propulsion unit, crew cabin, and other devices into a single functional system. The general appearance of this final structure is shown in Figure 3.

One of the most important attributes of the Magnocraft's propulsors is that they allow for easy and complete control over the output produced and over the orientation of their magnetic poles. Therefore, independently of their propelling functions, these propulsors can also be used as coupling devices, allowing for an attachment of one vehicle to the other without disturbing the flight capabilities of any of them. After such an attachment, the entire complex can be flown by a single pilot, allowing the remaining crew to rest, socialize, consult each other, or complete research together. Because of the capability to form such arrangements, the Magnocraft can be observed as a single, saucer-shaped vehicle, and at another time can be seen as a flying complex containing a number of these spaceship - see the configurations shown in Figure 4.

F.4. The conditions for the completion of the Magnocraft will be achieved when our civilization masters the production of Oscillatory Chambers. These chambers are devices of a relatively simple construction, although their production requires the accumulation of significant knowledge. When the description of the Oscillatory Chamber was widely publicized (see the treatise entitled, "Die 'Schwingkammer' Energie & Antrieb für das Weltraumzeitalter", published by: Raum & Zeit Verlag, Dammtor 6, D-3007 Gehrden, West Germany; June 1985, ISBN 3-89005-006-9), numerous amateur investigators tried to build this device. One of them, Mr Ryszard Zudzin of Bydgoszcz, Poland, succeeded in this research and in 1987 he built the first working prototype of the Oscillatory Chamber. Of course, this first prototype is still very primitive and it requires a lot of further research and development before it is able to lift a vehicle into space.

B. The operation of the Magnocraft

Maneuvering the Magnocraft is achieved as a result of a combination of three following actions:

1. The change in the relation between the output from the propulsors which produce attracting (A) and repelling (R) forces; this causes the ascent, hovering and descent of the craft.

2. The slant at an angle (I) of the magnetic axes of the vehicle's propulsors from their parallel orientation towards the local course of the force lines of the environmental magnetic field. This produces the meridian component of the thrust force, causing the horizontal flight of the Magnocraft from south to north or north to south. Above the equator, where the field's force lines are parallel to the ground, such a component is produced when the magnetic axes of the vehicle's propulsors are slanted from a horizontal orientation.

3. The production of a magnetic whirl spinning around the Magnocraft and the control of the direction and power of the whirl. This whirl (in a principle similar to the rotation of a cylinder in the "Magnus effect" already known in hydromechanics), produces a horizontal thrust force perpendicular to the force lines of the Earth's magnetic field. If this magnetic whirl rotates in such a way that the landing Magnocraft causes a counter-clockwise flattening of plants in the Southern hemisphere (or clockwise in the Northern hemisphere), the longitudinal component of the thrust force created will propel the craft in a direction from west-to-east. The whirl rotating in an opposite direction will propel the craft from east-to-west.

The propulsion of the Magnocraft, which combines together the three magnetic actions listed above, causes the flight of this vehicle to have a magnetic character that drastically differs from aerodynamic (smooth) flights of present aeroplanes and the inertial thrusts of rockets. Apart from silent flights and enormous speeds (around 70,000 km/h in the atmosphere and near the speed of light in free space), the following attributes characterize the magnetic movements of the Magnocraft: (a) always having the same orientation of the vehicle, independently of the direction in which it flies (i.e. its base is always kept almost perpendicular to the local course of the Earth's magnetic field force lines), (b) flying mainly along straight lines that in many cases correspond to the force lines of the Earth's magnetic field, or to the Earth's magnetic meridians (flights in east-west or west-east directions require the switching on of the magnetic whirl which frequently is undesirable), (c) motionless hovering terminated by a rapid acceleration along one of the above straight lines, (d) sharp turns at 90 degrees (without benefit of a radius), (e) zigzag or jerky motion, (f) rotation around the vehicle's central axis while hovering motionless.

When a Magnocraft lands, its powerful magnetic field causes extensive environmental damage on the ground, forming unusual, ring-shaped patterns - see Figure 2. This damage includes: (1) magnetic scorching, (2) chemical changes, (3) changes in energy level, (4) biological destabilization, and (5) mechanical destruction. The appearance of such damage is an identifying factor for the Magnocraft (and UFO) landing sites as most of the above types of damage can not be caused by any other vehicle. Although landing sites must incorporate the simultaneous action of a number of causes listed above, only the biological destabilization of the soil will be explained here.

The biological destabilization of the soil is initiated by the destruction of all micro-organisms found in the range of the vehicle's powerful magnetic circuits, with the vehicle's pulsating magnetic field acting like a huge microwave oven that cooks everything located in its range. So, within the Magnocraft landing sites all the parasitic micro-organisms that normally keep the population of mushrooms under control will be killed. The biological effect of such destruction is the equivalent of the thermal sterilization of compost used by mushroom growers. Of course, after a vehicle ascends, the mushroom spores present in free air will instantly take advantage of such ideal growth conditions and will take over the sterilized soil. The biological balance, once so disturbed, will then be extremely difficult to restore. Therefore, within the Magnocraft landing sites an explosive growth of mushrooms will be observed which may last for many years (the author estimates that in cases of non-cultivated soil the natural restoration of biological balance of the Magnocraft landing sites may take over 100 years). Because such technologically induced growth must outline the circular pattern of the vehicle's propulsors (see Figure 2), these mushroom circles will be called here by their folk name of "fairy rings" (it seems that the name "fairies" was one of the numerous folk names given to crews of extraterrestrial spaceships). Notice that there is also an orthodox explanation for "fairy rings", which claims that they originate from the radial (natural) growth of mushrooms. This explanation says that the cause of fairy rings is a radial growth of mushrooms, whereas the effect is the appearance of a ring of poisoned soil. The explanation for these rings derived from the Theory of the Magnocraft contradicts the orthodox one, as it states that such rings are the secondary effect of magnetic vehicle landings (i.e. the cause is the vehicle's landing, the effect is the circular growth of mushrooms).

The "fairy rings" produced by Magnocraft landings display a number of unique attributes that are absent in natural mushroom growths. The most important of these attributes, which can be used as identification characteristics of Magnocraft (UFO) landing sites, are: (1) the shape and dimensions that exactly correspond to the distribution of the magnetic field around the specific type of the vehicle that made them, (2) the repetitive growth in precisely the same locations, shape and dimensions, year after year for many decades, in spite of local soil conditions, type of mushrooms, the location of a site; etc. Moreover such "fairy rings" may sometimes be accompanied by the imprints of vehicle legs within the circle (if the Magnocraft did not hover just above the ground, but used its legs while landing).

C. Three generations of the Magnocraft

The use of the Periodic Table shown in Figure 1 is not limited to just forecasting the Magnocraft's operation. This Table also indicates that after the production of the Magnocraft is well established, two even more advanced magnetic spaceships will be built on Earth. The operation of these next two vehicles will utilize the magnetic equivalents of inertia and internal energy. Because our present science does not recognize, as yet, these two advanced properties of magnetic fields, it was necessary for the author to develop a separate theory which describes what they are and how to utilize them for the propelling purposes. This separate part of the Magnocraft's theory, which explains the magnetic equivalents of inertia and internal energy, is called the "Concept of Dipolar Gravity". The description of this concept, as well as the description of experiments which confirm its correctness, is contained in the author's main treatise, and also in the article, "Gravitation als Dipolare Felder", *Raum & Zeit* (West Germany), No. 34, Juni/Juli 1988, pages 57-69. According to this concept, the magnetic equivalent of inertia is responsible for causing psychokinetic motion, whereas the magnetic equivalent of internal energy allows for the manipulation of time (time travel).

A complete description of the Concept of Dipolar Gravity takes about 40 pages, therefore in this paper only the essence of psychokinetic motion will be explained without elaborating on experiments that confirmed the correctness of this explanation and without discussing the operation of technical devices that are already built to utilize psychokinetic motion. This abbreviated explanation states as follows: every material object existing in our set of dimensions (world) must have its antigravitational duplicate existing in a parallel set of dimensions (antiworld). The mutual relationship between each material object and its antimaterial duplicate is an analogy of an image and its mirror reflection (or computer hardware and software). A technique called "Kirlian photography" reveals the co-existence of both these parts. Similarly like an image and its mirror reflection, both parts of an object are exact copies of their opposite duplicate and also exactly imitate each other's movements. Moreover, both - the material object and its antimaterial duplicate - can also be independently taken hold of and dislocated in space. But because of the gravitational links between them, independently of which part is grabbed and dislocated first, the second part must imitate exactly its motion. For this reason, depending on which part of an object is grabbed first and thus first dislocated in space, the Concept of Dipolar Gravity distinguishes between two different types of motion, i.e. the "physical motion" and the "psychokinetic motion". The physical motion occurs when the material part of an object is moved first, whereas the antimaterial duplicate is pulled behind it by the forces of the gravitational links. But the psychokinetic motion occurs when the antigravitational duplicate is first moved, whereas the material part of this object is pulled behind the duplicate by the force of their mutual gravitational links. To illustrate this with an example, the Concept of Dipolar Gravity shows that the psychokinetic motion is like forcing an object to move by shifting its reflection in a mirror, so that this re-located reflection causes the object to move also. Of course in order for this example to work in reality, light would need to behave like gravity forces. As this emerges from the above explanations, from the energy conversion point of view psychokinesis represents a reversal of friction. In the same way as friction spontaneously converts mechanical motion into heat, psychokinesis spontaneously converts heat into motion. A consequence of such a mechanism of energy conversion is that psychokinesis causes a faint glow emitted from matter (space) surrounding every object moved psychokinetically. This glow is called the "extraction glow".

One of the most important achievements of the Concept of Dipolar Gravity is that, while explaining psychokinetic motion, it also postulates two different methods of triggering (releasing) it. These are: (1) the biological method, acting through the employment of a natural capability of the human brain, and (2) the technological method, acting through the acceleration or deceleration of magnetic fields. The technological method of producing psychokinetic motion will be utilized in the propulsion of the magnocraft of the second generation. It is worth mentioning here that this method is already employed in the operation of so-called "free energy

devices", i.e. devices that utilize the reversal of friction to produce electrical power without any consumption of fuel or any other form of energy supply. In these devices the energy consumption is satisfied through the spontaneous absorption of thermal energy contained in the environment. The description of the operation, design, and experiments concerning free energy devices is contained in a treatise by the author entitled, "The magnetic extraction of energy from the environment", (ISBN 0-9597946-1-1, Dunedin, New Zealand, 1990, 24 pages and 14 illustrations). Prototypes of a free energy device called the INFLUENZMASCHINE, produced by VENE (P.O. Box 5, CH-3606 Thun, Switzerland), are already offered for sale. (A device producing about 3 kW without any external fuel supply costs around 10,000 SFr.)

Because the next two vehicles built after the Magnocraft is completed will represent more advanced versions of the Magnocraft, they have been named the Magnocraft of the second and third generations. Thus, together with the vehicle described in the first sections of this paper, our civilization will complete as many as three subsequent generations of the Magnocraft, employing in each of them increasingly advanced properties of magnetic fields. In the Magnocraft of the first generation, already described in previous sections, only the repulsive and attractive interactions between magnetic fields are employed. These interactions are equivalent to the mechanical forces produced by car wheels, or to air pressure utilized in sails. The Magnocraft of the second generation (also called the Teleportation Vehicle), in addition to these force interactions, will also utilize the magnetic equivalent to inertia. The Concept of Dipolar Gravity states that such magnetic inertia is the phenomenon behind psychokinesis. Thus the flights of the Magnocraft of the second generation will employ exactly the same principles which are involved in psychokinetic motion. In this way the operation of this vehicle will be symmetrical to all other propulsion systems based on inertia, e.g. to a hovercraft or flywheel. The Magnocraft of the third generation will employ as many as three different properties of magnetic fields, i.e. force interactions, inertia, and internal energy. Because the mastering of the magnetic equivalent to internal energy will allow for the manipulation of time, the Magnocraft of the third generation can also be called the Time Vehicle.

The flight principles and phenomena utilized during the operation of the Magnocraft of the second and third generations will significantly differ from those characteristic of the Magnocraft of the first generation. For example, the Magnocraft of the second generation (Teleportation Vehicles) can make themselves transparent, can appear to be made of energy, not matter, and can penetrate (or become penetrated by) solid objects without any damage to these objects or to themselves. When observed during flight, their surface will be covered by a layer of white extraction glow, giving the impression of being "oiled with light". On the other hand the Magnocraft of third generation (Time Vehicles) can rapidly disappear from (or appear at) a given place, and can also alter the natural elapse of time. When observed during flight, they will be surrounded by perfectly round spheres of excited space, in which the magnetic equivalent of internal energy is roused at a higher level. The diameter of these spheres will be equal to about two outer diameters of a vehicle hidden inside, i.e. around 9 metres for the smallest Magnocraft type K3. The spheres will emit blue-green or orange-red glows. Because of their appearance, and because the Magnocraft's body that these spheres house inside will be hidden from the eyes of observers, some witnesses of the Time Vehicle who don't have any knowledge of the Magnocraft's theory can interpret them incorrectly as ball lightning. (Further data about Teleportation and Time Vehicles are contained in the major treatise on the Magnocraft.)

D. Evidence certifying that "UFOs are already operational Magnocraft"

The Magnocraft is entirely an Earth vehicle, i.e. it has been invented, developed, and it is proposed to be built on Earth. As such, the Magnocraft must be distinguished from UFOs who, although they utilize the Magnocraft's principles of operation, are built by extraterrestrial civilizations. Initially, the Magnocraft was designed as a successor to our electric motor, solely from the clues provided by the

Periodic Table and without any inspiration or connection with UFOs. It was after all the attributes of this vehicle were identified that the author realized its similarities to UFOs. Subsequently the formal proof that "UFOs are already operational Magnocraft" has been worked out and published. A complete presentation of this proof is contained in the main treatise on this vehicle.

The formal proof that "UFOs do exist, and they represent Magnocraft which are already operational" is based on the correspondence between the theoretically deduced attributes of the Magnocraft and various material evidence left on Earth by UFOs. Most of the UFO evidence has a stationary, permanent character, thus it can be subjected to scientific investigations without the need for altering traditional research methodologies (e.g. the marks left on the ground during landing, or the explosion sites of UFOs do not fly away when scientists approach them). The following six separate categories of evidence are identified and documented by the author to certify that "UFOs are already operational Magnocraft":

1. UFO explosion sites. A magnetic field is one of the best mediums for energy storage. For this reason, the Magnocraft will not only utilize this field as a means of propulsion, but also as energy storage (i.e. equivalent of our fuel). The derivation of numerous equations that quantitatively describe the Magnocraft also allow for a precise calculation of the amount of magnetic energy that is contained in the field of this vehicle. The author has completed such a calculation, and his results are published in subsection G1.4 of the main treatise on the Magnocraft. He determined that the amount of magnetic energy accumulated within the propulsors of the smallest K3 type of Magnocraft must exceed an equivalent of about 1 Megaton of TNT. Thus a rapid release of all this energy (e.g. through the explosion of a vehicle) must produce an enormous area of destruction. This destruction is the equivalent of the simultaneous exploding of about 80 bombs similar to the one dropped at Hiroshima. The sites where any magnetically propelled (i.e. Magnocraft like) vehicle has exploded must be characterized by a number of unique attributes which are absent in catastrophic formations of a natural origin. So far, the existence of two such sites has been identified (i.e. the Tapanui Crater, New Zealand, where on 19 June 1178 seven UFOs type K6 exploded; and the Tunguska Blast Site, USSR, where on 30 June 1908 three UFOs type K6 exploded), and a number of further locations are pointed out for subsequent investigation. The theory behind the explosions of Magnocraft, together with the results of research of both the above explosion sites, are contained in the following treatise by the author: "Tapanui Cataclysm - an explanation for the mysterious explosion in Otago, New Zealand, 1178 A.D." (Dunedin, New Zealand, 1989, ISBN 0-9597698-7-0, 40 pages and 26 illustrations).

2. Long, straight, geometrically shaped, smooth tunnels formed during underground flights of UFOs. Such tunnels exist in numerous areas of our planet. Some well known and extensively documented examples of these are: (1) a system of tunnels discovered by Juan Moricz in the Morona-Santiago Province of Ecuador in June 1965, and subsequently described in the book by Erich von Daniken "The Gods of the Gods" (Redwood Press, Ltd., Towbridge, England, 1973), (2) glossy tunnels passing through the summit of Autana in Ecuador, (3) the Cocklebidy Cave in Western Australia (see Australian "People" magazine, December 5, 1983, pp. 7-10), (4) Mammoth Cave System in Kentucky, USA.

3. UFO landing sites. These sites most frequently appear as rings of scorched vegetation, which sometimes have a single central burned patch slanted towards magnetic south or north from its centre (see Figure 2). They are continually being discovered in various parts of our planet (see Time, 11 September 1989, page 32). In numerous cases eye-witnesses have reported the observation of landed UFOs in places where such scorched rings have later appeared. Also the attributes of these rings correspond in every detail to those of the Magnocraft's landing sites (see the description from subsection B), e.g. they exactly fulfill equations derived for the Magnocraft's dimensions. The author has investigated and documented a large number of such sites formed by UFOs types K3 to K8 (landing sites of K9 and K10 types of UFOs have so far not been found) that have appeared in New Zealand. Some of them are still clearly visible 60 years after the landing took place.

4. Interactions registered between UFOs and man-made devices. Numerous cases of such interactions are well documented, some of which are recorded by objective

instruments or obvious from the material evidence remaining afterwards. Examples of this can be: (1) the explosions of aeroplanes and missiles, caused by the spinning field of UFOs (on 7 January 1948 Captain Thomas Mantell of Fort Knox, USA, experienced such an explosion when his Mustang fighter was blasted apart by the spinning field of a UFO he was chasing), (2) blackouts caused by the choking of powerlines through a magnetic induction of eddy currents in them (the most well known is the famous New York blackout on 9 November 1965 - see the book by Nigel Blundell & Roger Boar: "The World's Greatest UFO Mysteries", Octopus Books Limited, London 1983, ISBN 0-7064-1770-4), (3) car engines ceasing to function, (4) magnetic compasses spinning (this phenomenon is utilized in the so-called "magnetic UFO detectors"), (5) magnets demagnetizing, etc. In all of these cases the effects of interactions with UFOs exactly corresponds to the consequences expected from the Magnocraft's magnetic field acting on ferromagnetic materials or electric conductors.

5. Photographs, movie films, and multiple observations of UFOs in operation. This class of empirical evidence is gathered during numerous encounters with UFOs, and frequently documented in such objective media as photographs, videos, movie films, etc. There is an overwhelming number of publications available at present which supply excellently documented examples of such evidence. Only the author's files contain three clear films of flying UFOs, i.e. Kaikoura, Clarence River, and Brewster; and about 100 individual photographs of these vehicles (most of this evidence is presented and commented on in the documentary VHS tape distributed by the author).

6. Reports of abductees on decks of UFOs. The author has in his files a number of such reports. In all of them the internal structure of UFOs corresponds to that of the Magnocraft. The strongest confirmation comes from descriptions of the cylindrical column running vertically through the centre of UFOs, inside of which a cubical transparent chamber filled inside with flickering (oscillating) electric sparks (i.e. the Oscillatory Chamber) is suspended.

At this point it is worth mentioning that the author has prepared and distributes a documentary video (VHS - PAL) entitled, "UFO evidence around us", which shows some examples of each of the above classes of evidence (e.g. three clear films of flying UFOs, i.e. Kaikoura, Clarence River, and Brewster).

As is usually the case with the acceptance of new scientific developments, acknowledgment of the author's formal proof that "UFOs are already operational Magnocraft" is progressing slowly and not without resistance. Probably even when the first Magnocraft built on Earth will carry to other civilizations ambassadors from our planet, some individuals will still refuse to recognize the principles of this vehicle (similar to the situation where believers in a "flat Earth" refuse to accept that our planet is round). However, in spite of numerous attacks from opponents of the Magnocraft, so far no one has managed to invalidate the theory behind this vehicle, or refute the validity of the proof based on this theory. Every single objection against the Magnocraft raised to date, is a result of the overlooking by critics of an important solution already postulated by the theory of this vehicle. In turn, successes in the experimental completion of the devices postulated by the Magnocraft's theory (such as the Oscillatory Chamber and free energy devices) every day reinforce the validity of this idea. Therefore, the Magnocraft's theories slowly gain further adherents in an increasing number of countries. At present it is already well established in such countries as: New Zealand, Poland, Switzerland, USA, USSR, and West Germany. Further investigators from other countries display a growing interest in this vehicle, and in the breakthrough ideas that it introduces.

The principle of "identical attributes" applied in the formal proof that "UFOs are already operational Magnocraft" provides also an additional benefit. It introduces the important "postulate of interchange between UFOs and the Magnocraft". According to this postulate every correct equation, principle and fact established for the Magnocraft must also apply to UFOs; as well, every fact observed on UFOs must apply to the Magnocraft. The practical utilization of this postulate allows for the more rapid solving of the UFO's secrets by applying to them all the findings concerning the Magnocraft, and also allows for faster progress in the building of our Magnocraft through utilizing technical solutions that are already observed on UFOs.

Direction of the development of working mediums					
Circulation of magnetic field force lines	3	3. Time 2. Self-mobility 1. Magnetic interactions	?	Time vehicle (around 2300)	?
	2	2. Self-mobility (i.e. mirror reflection of inertia) 1. Magn. interact.	Psychokinetic motor (about 2036)	Teleportation vehicle (around 2200)	?
	1	1. Forces of magnetic interactions	Electric motor 1836	Magnocraft (before 2036)	Pulsatory motor (about 2040) Star-shaped space ship (about 2140)
Circulation of mass	3	3. Internal energy (i.e. heat, ionization) 2. Inertia 1. Pressure	Steam engine 1769	Jet propulsion 1939	Internal combustion engine 1867 Space rocket 1942
	2	2. Inertia 1. Pressure	Pneumatic motor 1860	Hovercraft 1959	Rowman's atmospheric engine 1712 Aircrow 1903
	1	1. Pressure	Windmill 1191	Sail 1390	Vidi's box within aneroid (formerly used to operate clocks) 1860 Balloon 1863
Circulation of force	3	3. Elasticity 2. Inertia 1. Force	Bow-inertial drill	Catapult	Spring Bell
	2	2. Inertia 1. Force	Potter's wheel	Battering ram	Flywheel Centrifugal sling
	1	1. Force	Crank	Rafting pole	Drum treadmill Wheel
Type	Generation (i.e. cycle)	Energy carrier	Motor ₁ (produces a relative motion of one part of a machine towards another)	Propulsor ₁ (produces an absolute motion of the complete vehicle within the surrounding medium)	Motor ₂ Propulsor ₂
Characteristics of the working medium used		Kind of device	Direction of the development of propulsion devices		
Description of propulsion devices		Level of perfection of the device	First motor-propulsor pair (energy transferer constructed separately from working space)		
			Second motor-propulsor pair (energy transferer and working space occupying the same volume)		

Fig. 1. The Periodic Table completed for the propulsion systems. Such Tables are very similar to the "Mendeleev Periodic Table of the Elements", but instead of elements they list technological devices. This Table was constructed by listing along its vertical axis the phenomena utilized in the operation of successive generations of propelling devices, and by the listing along the horizontal axis all possible types of propelling devices that utilize these phenomena. The symmetry and repetitiveness in the internal structure of this Table gives it enormous potential for prediction, as it allows for the transfer (interpolation) of vital attributes between various devices. Its empty spaces indicate the devices still waiting to be invented. By analysis of the location of these spaces (i.e. their row and column) it is possible to determine the future operation and characteristics of devices yet undiscovered. The invention and development of the Magnocraft was the direct result of the completion of this Table.

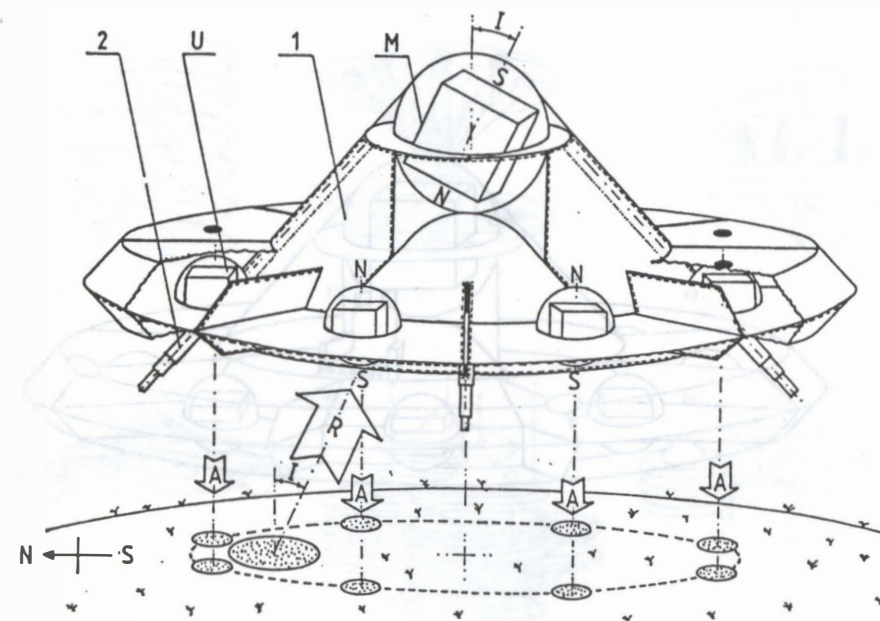


Fig. 2. The general design and operation of the Magnocraft, demonstrated with an example of the smallest (K3 type) of this vehicle. The main propulsor (M) produces a repulsion force "R" through interaction with the environmental magnetic field (which can be the field of the Earth, Sun or Galaxy). The eight side propulsors (U) attract the environmental magnetic field, thus producing stabilizing forces "A". Flights and maneuvers of the Magnocraft are achieved through the combination of the three following actions: (1) the changing of the relation between forces "R" and "A" - this causes the ascent, hovering, or descent of the vehicle; (2) the changing of the inclination angle "I" of the central propulsor magnetic axis - this causes the horizontal flights in a south/north or north/south direction; (3) the spinning of the magnetic field around the vehicle's shell, thus activating the magnetic equivalent of the "Magnus Effect" that thrusts the Magnocraft in a east/west or west/east direction. The switching on/off of any of these modes of operation causes the magnetic, jerky flights of this vehicle, characterized by the following straight lines and rapid changes of direction without a radius. In this diagram, the front shell of a horizontal flange is removed to better illustrate the location of side propulsors (compare this vehicle with the vehicle in Figure 3). The edges of the walls, made of a material impermeable by a magnetic field, are indicated by a broken line. The edges of the walls which are made of a material permeable by a magnetic field are shown with a wavy line. During normal flights the Magnocraft is always oriented with its base perpendicular to the local course of the environmental magnetic field. But this vehicle is shown as if approaching to land on flat ground, i.e. its base is parallel to the ground whereas the telescopic legs (2) are extended. During landing, the powerful magnetic field yield from the propulsors of this vehicle scorches a ring of vegetation, as marked in this diagram, like the rays of a microwave oven. For the K3 type of Magnocraft, this ring has a nominal diameter $d=D/\sqrt{2}=3.1$ metres.

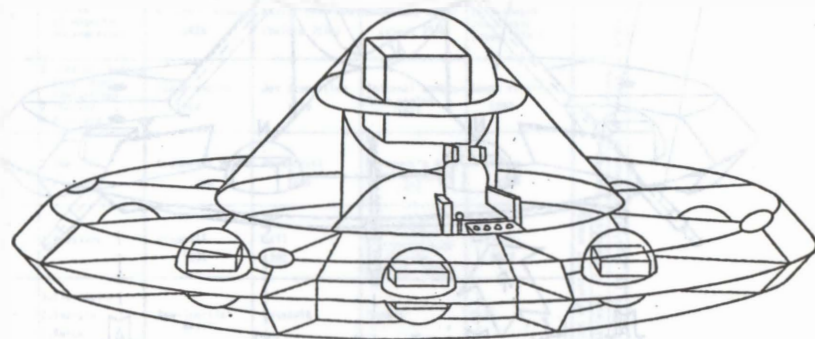


Fig. 3. The appearance of the Magnocraft, type K3. This space vehicle resembles an inverted saucer. In its centre a single lifting propulsor is placed, whereas around the peripherals eight stabilizing propulsors are located. The crew cabin is contained between these lifting and stabilizing propulsors. Inside the ring-shaped cabin a pilot's seat is visible. The general shape and outlines of this vehicle are strictly defined by the set of mathematical equations derived from the geometrical and operational conditions. According to these equations, the outer diameter for the Magnocraft having the type factor $K=3$ (i.e. whose diameter "D" is equal to three of its height "H": $K=D/H=3$) is equal to: $D=0.5486 \cdot 2^{\frac{1}{3}}=4.39$ metres. The vehicle's shell is made of mirror-like materials with a controlled degree of transparency and light reflectiveness. Thus, when the crew makes the shell entirely transparent, the internal structure (e.g. propulsors, compartments, etc.) can be seen by outside observers. In the above illustration seven spherical stabilizing propulsors (out of the total number of $n=8$ propulsors used in the K3 vehicle) assembled in a horizontal flange are visible through this shell. Inside each of these propulsors a super powerful source of a pulsating magnetic field is carried in the form of a cubical Oscillatory Chamber. The eight vertical partitions divide the vehicle's flange into eight magnetically separate chambers, each housing one stabilizing propulsor. The horizontal separatory ring of magnetically impenetrable material placed at the top-half of the flange separates both magnetic poles (N and S) in each of these propulsors, thus forcing the vehicle's magnetic field to circulate through the environment.

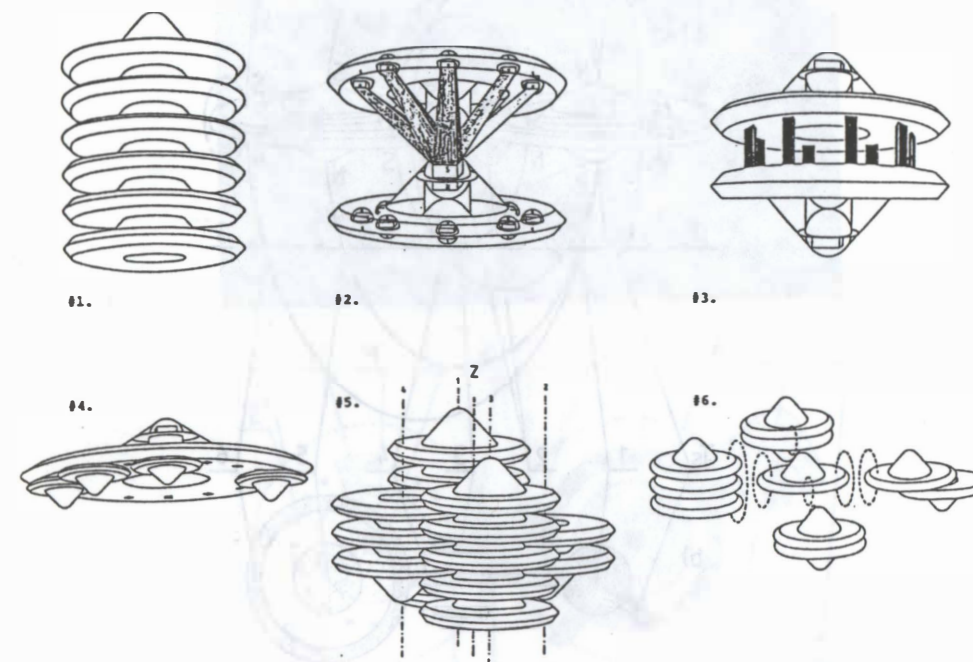


Fig. 4. Examples of six classes of the Magnocraft arrangements. Each class is obtained through coupling in a different manner several discoidal vehicles (illustrated above are mostly K3 type Magnocraft). Within each class a number of further specific arrangements (not shown in this illustration) can be distinguished. For example flying complexes (class #1) can be subdivided into: (a) spherical flying complexes, (b) cigar-shaped complexes (shown above) and (c) fir-tree complexes. Also vehicles arranged in any of the above classes can further cluster or couple with other arrangements, forming in this way an almost unlimited variety of shapes. Illustrated are examples of:

#1. Flying complexes - obtained when coupled vehicles are in a fixed, steady, physical contact.

#2. Semi-attached configurations - in spite of labile (point) contact, vehicles are steadily group bond with magnetic circuits visible as black bars.

#3. Detached configurations - vehicles do not physically touch each other, but are bond with repulsive and attractive magnetic interactions in equilibrium. The black bars mark the columns of magnetic field that join side propulsors oriented to attract one another (main propulsors of both vehicles repel each other).

#4. Carrier platforms - obtained when smaller Magnocraft are suspended under side propulsors of a bigger mother-ship (shown is K5 type mother-ship carrying four K3 type vehicles).

#5. Flying systems - formed when several flying cigars are physically coupled together with their side propulsors.

#6. Flying clusters. These are formed through the touchless bonding of any other arrangements listed before. A two-dimensional "flying cross" is illustrated here. Its magnetic circuits that separate subsequent vehicles are shown with broken lines (these are always accompanied by numerous holding circuits that for the clarity of illustration are omitted here).

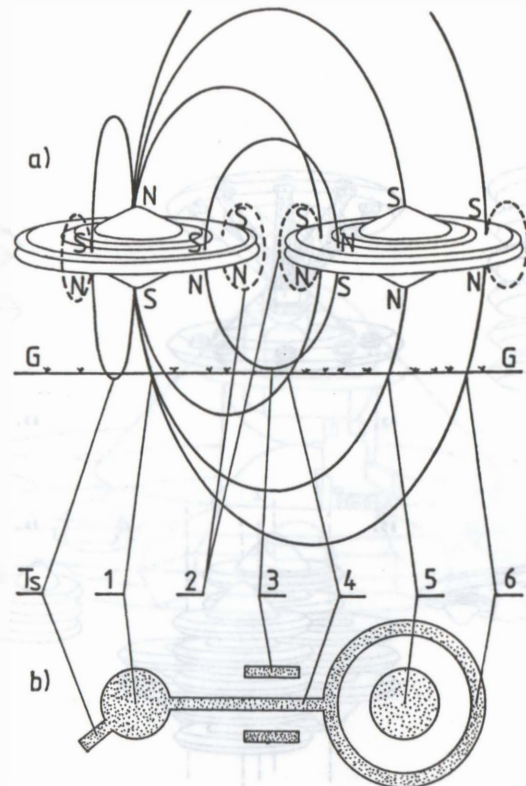


Fig. G17. An example of a flying cluster. Illustrated is one of the simplest cases of the linear clustering together of two spherical complexes type K6. The main advantages of the resultant configuration include: ability to couple together the Magnocraft of any possible arrangements and types (not only spherical complexes shown here), preserving the original configurations of vehicles that form the cluster, and flying the whole cluster with only one pilot. A flying cluster is obtained through the magnetic bonding of a number of independent vehicles which do not touch one another. Such bonding without physical contact is obtained by the formation of two opposite types of magnetic circuits: i.e. those that repel coupled vehicles [see circuits labeled (2) that are shown with a broken line] and those that simultaneously attract the vehicles [i.e. circuits (3) to (6)]. The function of the links for these circuits is performed by "unstable units", i.e. vehicles whose propulsors produce only lifting and attraction forces (i.e. no stabilization forces) - see the complex on the right. Note that any other vehicles or arrangements can be attached in addition to the above cluster, with the condition that between every two stable units an unstable unit is placed to link them together.

(a) A side appearance of this linear cluster. Illustrated are: the polarization of propulsors (N, S) in the coupled vehicles characteristic for the Northern Hemisphere; examples of magnetic circuits that provide each class of interactions required between both vehicles [i.e. separating (2), holding (4) to (6), tuning (3), and compensating (Ts)]; and the penetration of the ground (G-G) by these circuits [this penetration causes the formation of very distinctive landing marks shown in part (b)]. Note that to keep this illustration simple it has not been shown that every side propulsor of the unstable unit is either linked with the main propulsor of the stable unit by a holding circuit [see (6)] or is involved in a tuning circuit.

(b) An overhead view of a distinctive landing site which such a linear cluster produces if it hovers at a low height with the magnetic whirl mode of operation. The labels link each characteristic element of this site with the appropriate class of magnetic circuits that produces this element. Note that a change in the height of the vehicles must result in a slight alteration of the site's shape and main features.

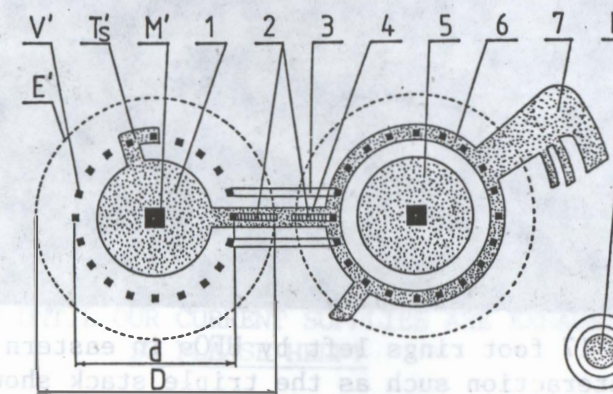
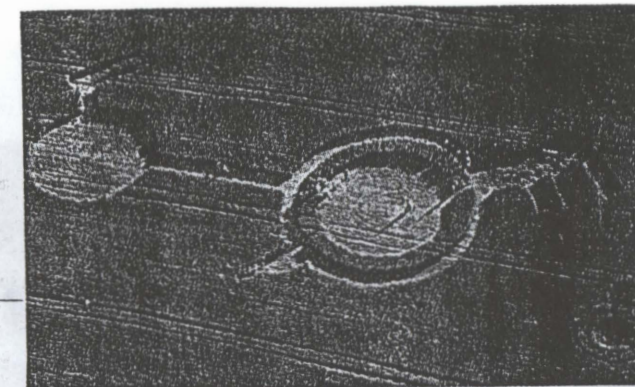


Fig. M13. An example of a landing site produced by a flying cluster. The site appeared in southern England. It was left by a cluster of UFOs whose main part formed two configurations of K6 type vehicles (i.e. a cluster very similar to the one illustrated in Figure G17). A site produced by a stable unit is shown on the left of the above photograph, whereas a site produced by an unstable unit is shown on the right. Two additional configurations of UFOs, i.e. a cigar-shaped complex of K5 type UFOs, and a single vehicle type K4, also participated in this cluster. In the interpretation (lower) drawing these are marked subsequently as (7) and (K).

(Upper) A photograph of the site published in the edition of "The Sun", on Thursday, 26 July 1990.

(Lower) The interpretation of the marks from this photograph. To explain the formation of the site, outlines (E') of two UFO vehicles type K6 are laid on top of the marks. The dimensions of these vehicles are $D=35.11$ and $d=D/\sqrt{2}=24.82$ meters. Large black squares (e.g. M') indicate the position of the main propulsors in both these UFOs, whereas small black squares (e.g. V') show the position of the side propulsors. Labels (1) and (4) to (6) indicate marks produced by the subsequent magnetic circuits illustrated in Figure G17. Label (2) indicates separating circuits. Label (3) indicates the first of two symmetrical tuning circuits which have not produced their own marks in this landing. The line (4) that joins main sites together was produced by a holding circuit. Both K6 type arrangements clustered together had their compensating circuits (Ts') switched on, thus they formed additional side marks that look like they were produced by the tail propellers in helicopters (in the Magnocraft and UFOs these compensating circuits actually perform a function very similar to that of tail propellers in helicopters). Mark (7) has been produced by a compensating circuit that was also used as the holding circuit for a cigar-shaped complex of K5 type UFOs.



Do the three 17 foot rings left by UFOs in eastern Victoria indicate this interaction such as the triple stack shown in figure 4 by Dr. Pajac?

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DISCUSSION NIGHT

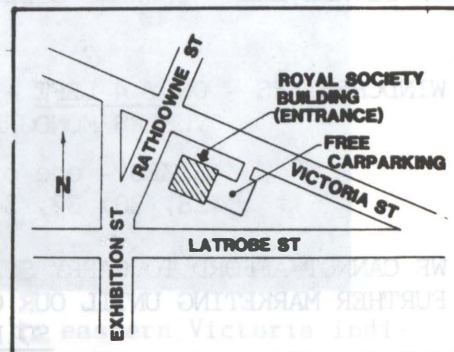
For Your Diary

MARCH	4th	1991	DISCUSSION.
JUNE	3rd	1991	"
SEPTEMBER	2nd	1991	"
DECEMBER	2nd	1991	A.G.M.

TIME 8.00p.m.

WHERE "The Royal Society of Victoria"
Victoria Street, Melbourne (SEE MAP)

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SOCIETY HISTORY

1957

At this point perhaps it may be opportune to present a brief history of the Victorian U.F.O. Research Society.

The earliest U.F.O. group to form in Australia was the "Australian Flying Saucer Bureau" under the direction of Edgar Jarrold and Andrew Tomas, in the early 1950s. At the same time, Fred Stone inaugurated the "Australian Flying Saucer Research Society" in Adelaide. After approximately two years the Bureau closed down and was regarded as a branch of the "Australian Flying Saucer Research Society" under Andrew Tomas. This shortly broke from Adelaide and became the "Australian U.F.O. Investigation Centre" with Dr. Clifford at its head until 1958, when the Presidency passed to Dr. Lindtner.

The "Australian Flying Saucer Research Society (Victorian Branch)" was formed on the 17th February, 1957 as a branch of the "Australian Flying Saucer Research Society" and later that year was re-organised as the "Victorian Flying Saucer Research Society" with Mr. Peter E. Norris L.L.B. as President. In 1968 the name was again altered – this time to the "Victorian U.F.O. Research Society".

During this time, the Society has published various papers and is probably best known for its publication Australian Flying Saucer Review, curtailed in 1972 due to high costs and subsequently superseded by the Australian U.F.O. Bulletin and at one stage sponsored and produced a quarter-hour program on a Melbourne radio station under the heading of "The Truth Behind Flying Saucers".

In 1978, following the resignation of Mr. Peter Norris the current executive, Mrs. Judith Magee, Messrs. Paul Norman and Clive Yates, was placed in control, ensuring the continuing prosperity of V.U.F.O.R.S. The Society has held a dispassionate attitude on U.F.O.s, claiming it is a scientific problem deserving closer attention. It has also met regularly in general meetings and discussion nights and maintained the largest U.F.O. library in the southern hemisphere. Unfortunately, the loss of books, probably due to the high cost of postage has forced V.U.F.O.R.S. to discontinue this service to members.

Membership of this Society – which maintains the largest membership of any U.F.O. organisation in the Southern Hemisphere – is open to all who are genuinely interested in the subject.

THE AUSTRALIAN U.F.O. BULLETIN

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